





Intimations.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.  
HOTEL MANSIONS.  
NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.  
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVING NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.  
SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

**Miyako Hotel,**  
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

**M. MUMEYA,**  
JAPANESE ARTIST AND PHOTOGRAPHER.  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN CRAYON.  
ALL KINDS OF WORK DONE FOR AMATEURS.  
PANORAMIC VIEWS OF HONGKONG  
8, BERRY'S ROAD CENTRAL.

TYPEWRITERS! TYPEWRITERS!!

Typewriters repaired, cleaned,  
overhauled, and broken parts  
duplicated under expert  
supervision.

Old Machines Renovated. Terms Very Moderate.

SAISFACTION GUARANTEED.

**BICYCLES**

FOR SALE, REPAIR, EXCHANGE AND HIRE.

THE DRAGON CYCLE CO.,

11, D'Almeida Street.  
Hongkong, February 18, 1907.

TAKE  
**HOLLOWAY'S**  
PILLS

For Indigestion, Heartburn,  
Biliousness, Jaundice,  
and all Complaints of the  
Liver and Kidneys.

THEY ARE INVALUABLE  
FOR THE USE OF FEMALES.

Manufactured only at 78, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

**DINNEFORD'S**  
The Universal Remedy for Acidity of the  
Stomach, Headache, Heartburn, Indigestion,  
Sour Eructations, Bilious Affections,  
Salut and most  
Effective Aperient  
for  
Regular Use.

**DINNEFORD'S**  
MAGNESIA  
990 HONGKONG

USE ONLY & USE ALWAYS

**ATKINSON'S**  
MOST  
REFRESHING.

A LUXURIOUS PERFUME Far Superior  
IN HEALTH. to the  
German Kinds.

A NECESSARY  
RESTORATIVE  
IN SICKNESS. **EAU DE COLOGNE**

THERE IS NO DOUBT  
THAT

where ENO'S 'Fruit Salt' has been taken in the earliest stages  
of a disease it has in innumerable instances prevented a serious  
illness. The effect of

**ENO'S 'FRUIT SALT'**

soon any disordered, sleepless, or feverish condition is simply  
'marvellous and unsurpassed.' In fact it

IS  
**NATURE'S OWN REMEDY**

CAUTION.—Examine the Capsule and see that it is marked ENO'S 'FRUIT SALT'.  
Observe you have the latest form of 'Fruit-Salt'—IMITATION.  
Manufactured only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, London, E.C.4.  
Solely by J. C. ENO'S Patent.  
Sold by Chemists and Stores everywhere.

Intimations.

**mitsu bishi goshi kwaisha**  
(MITSU BISHI CO.)  
COAL DEPARTMENT  
MARUNO-UCHI, TOKIO.

CHARL ADDRESS: 'IWASAKI'  
Which applies to all Branch Offices.  
All A B C Edition, Western Union  
Codes used.

All Letters Addressed—  
MANAGER, MITSU BISHI CO.,  
with name of place under.  
BRANCH OFFICES:—  
NAGASAKI, MOI, KOBE, KANAGAWA,  
SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:  
YOKOHAMA: M. ASADA, Esq.  
CHINKIANG: Messrs. GEARING & Co  
MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS of Takasima,  
Ochi, Shinow, Namazuta and Kami-  
Yamada Collieries and also Hojo Colliery,  
which will shortly be ready to produce on a  
large scale the best Buzen Coal.

The Head and Branch Offices and the  
Agencies of the Company will receive any  
order for Coals produced from the above  
Collieries.

T. MATSUKI, Manager, Hongkong,  
No. 2, PEDDER STREET.  
Hongkong, April 25, 1906.

**A. LING & Co.**  
FURNITURE STORE  
HAVE THIS DAY  
REMOVED TO  
No. 19, QUEEN'S ROAD CENTRAL  
Next to  
(KUMON and KOMON)  
Hongkong, February 1, 1907.

**A. LING & Co.**  
FURNITURE STORE  
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A BEGGAR'S STORY.

Mysterious Woman on London  
Streets.

On any week-day during the past fort-  
night, an Irish woman, well dressed, and  
of superior appearance, could have been  
seen selling matches outside the London  
 Pavilion, in Piccadilly-circus, says the  
 "London Daily Chronicle." A tablet on her  
 breast bears the enjoining words, "You  
 won't miss a penny"; but far more win-  
 ning still is the lady match-seller's charac-  
 teristic Irish smile, irradiating a countenance  
 that retains much of her native charm in  
 spite of the world's rough usage.

This licensed pedlar keeps a cheerful  
 outlook on life, though her chequered  
 career might have saddened many a woman  
 similarly circumstanced. Her own strange  
 story shows that she once enjoyed a good  
 social position in Ireland by her connection  
 with an old county family, that she has  
 been in good and in the workhouse; that  
 she has been twice married; that she had  
 a huge fortune which was squandered by  
 others; and that now, in order to keep  
 body and soul together, she has been  
 obliged to come to London, where nobody  
 knows her, to sell matches.

My trouble began when I was in my  
 teens, she said. Scarcely before I knew  
 my own mind a rollicking Lincolnshire  
 by profession an engineer, "to-day my heart,"  
 and we were married. I was born in  
 County Mayo, where my father was a large  
 farmer of independent means, and a  
 scholastic profession being selected as my  
 future career, I went through the Dublin  
 Ladies' Training College. But after  
 marriage came disaster. How I wish I had  
 stuck to teaching!

Miss McDonald—that was her maiden  
 name—then told of her first husband's  
 failure in the engineering business which  
 he set up in Grantham, of the birth of her  
 boy while she was staying in Grantham  
 Workhouse, where she taught a school  
 class, and how eventually, by her own  
 family influence, she got her husband a  
 position at Singapore, whither she  
 accompanied him, although he had taken to  
 drink and had ill-treated her. There, she  
 said, he deserted me and my four little  
 children. He must have been killed, I  
 think, by the Chinese coolies, because he  
 was so cruel to them and everybody.

A lady, who knew my family, paid my  
 first-class passage home to England. I had  
 a little money of my own, and entrusting  
 my children to the care of a clergyman's  
 widow, I secured a matron's position in one  
 of Dr Barnardo's homes. Afterwards,  
 because my salary was small, I started a  
 little business in Motter-road, Bow, where  
 I sold tobacco, sweets, buttons, gingerbeer,  
 and ice-cream.

The business was a failure, and she was  
 thrown on the mercy of the guardians, who  
 gave her outdoor relief in kind, but eventu-  
 ally this was stopped in order that she  
 and her family should enter the work-  
 house. This, however, she refused to do,  
 and, sending her children to a rich aunt of  
 her husband's in Bedford, she took up a  
 position as housekeeper. The aunt sent  
 the children to Bedford Workhouse.

NURSE AND PATIENT.  
Afterwards Miss McDonald obtained the  
 post of teacher of Forest-gate Industrial  
 District School, and then was appointed an  
 assistant in a house-furnishing business;  
 but illness overtaking her, she was sent  
 through the kindness of some Y.M.C.A.  
 officials to a convalescent home at Lymington.  
 Subsequently, she became governess at  
 a Lyndhurst grammar school, and next  
 took an hotel at Milton, near Bournemouth.  
 Thence she went to Southampton, and,  
 on the recommendation of friends,  
 nursed during an attack of pneumonia the  
 elderly proprietor of an hotel there. She  
 pulled him through, and he adopted her as  
 his daughter.

Subsequently, Miss McDonald was ar-  
 rested on a warrant issued at the request  
 of the Bedford Guardians, for the man-  
 agement of her children, and she was placed  
 in goal at Southampton for three days.  
 She had to pay £5, which she obtained  
 by selling some of her jewellery.

Then my fortunes changed, Miss Mc-  
 Donald remarked. The hotel proprietor  
 died and bequeathed all his property to  
 me. I found I was worth about £5,000.

AN OLD SWEETHEART.  
An old sweetheart of mine from Ireland,  
 who was practically penniless, heard of my  
 good luck, and proposed marriage, and I  
 accepted him. He was an engineer, too.  
 In 1898 we were married, and I bought an  
 hotel at Andover.

But her fortune was soon squandered,  
 and she had to sell all her property. She  
 said her husband went to live at Clonmel,  
 in Ireland, but her married life was not  
 a happy one, and eventually, when they  
 were living in Bristol, her husband—who  
 himself had "expectations"—left her penni-  
 less. She began selling matches there, but  
 crowds gathered round her, and she eventu-  
 ally went to London, where she thought  
 no one would know her.

I make a fair living here, Miss McDonald  
 said. Yesterday I made 7s., and to-day  
 8s. The people are so kind to me, and  
 ladies often give me threepence and six-  
 pence without taking any matches. But  
 the gentlemen with silk hats pass by  
 scornfully, and give me not even a half-  
 penny. I got so tired, and the police won't  
 allow me to sit down. She has hopes of  
 saving £50 before long, so that she may  
 "fight for her rights."

**BELLE VIEW HOTEL**  
(LATE METROPOLITAN HOTEL),  
SHANNON ROAD.

THE BAYVIEW RESORT OF  
HONGKONG.  
A Pleasant Drive along the Sea Front,  
either by Tram or Ricksha.

**BEST OF WINES, BOWLING,  
BILLIARDS, &c.**  
A COMMODIOUS MATRONS FOR THE USE OF  
BARRISTERS AND VISITORS.

**MUSICAL ENTERTAINMENT**  
EVERY NIGHT THROUGHOUT THE  
SUMMER SEASON.  
Telephone No. 383.  
Hongkong, June 14, 1907.

**SAINT-RAPHAEL**  
TONIC, RESTORATIVE, DIGESTIVE WINE  
Very palatable.  
Known throughout the world and prescribed in all cases of  
Anemia, Debility and Convalescence, to young women, children  
and the aged. Invaluable in hot climates.  
DOSE: One wine-glass after the two principal meals.  
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition  
to the registered trade-mark:  
(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.  
(2) A METAL SEAL advertising CLETEAS.

**CLETEAS** is a MELISSA and MINT cordial  
which surpasses all others by its  
purity and faultless preparation. To be taken on a lump of sugar.  
COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).  
CALDBECK, MACGREGOR & Co., Hongkong

NEW LABEL  
FOR  
**WATSON'S 'E' WHISKY**

**WATSON'S 'E' WHISKY**  
QUALITY  
WATSON'S  
VERY OLD LIQUEUR  
Scotch Whisky  
HONGKONG, MANILA & LONDON.  
ESTABLISHED 1841.

NOTE:—THE BORDER AND TRADE MARKS ON THE LABEL ARE IN GOLD; THE LETTER  
'E' LITHOGRAPHED IN PLATE IS ALSO SHADDED IN GOLD; WHILE THE THREE  
GENERAL TAPES "WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY"  
ARE LITHOGRAPHED IN RED; THE OTHER PORTIONS OF THE LABEL ARE IN BLACK.  
THE OAPULE ALSO BEARS FACSIMILE SIGNATURE.  
Hongkong, July 1, 1907.

**FOR SALE.**  
FOR SALE.  
BOUND VOLUMES  
OF THE  
'NEW WEEKLY'  
ARE ON SALE AT THE  
'China Mail' Office,  
8, Queen's Road Central.

**FOR SALE.**  
TWO VERY VALUABLE PIECES OF  
LANDED PROPERTY situated at  
CANTON near the Hongkong Canton and  
Macao Steamship Company's Wharf and  
facing the river. The lots contain by  
measurement 60 'changes' or thereabouts.  
Title Deeds can be seen at the Office of the  
Undersigned. For further particulars,  
apply to  
GOLDING & BARLOW,  
Solicitors,  
10, Queen's Road Central.  
Hongkong, May 23, 1907.

**LABUAN COAL.**  
THE LABUAN COALFIELDS COM-  
PANY, LTD., are now prepared to  
bunker Steamers at LABUAN with Good  
Fresh Quality LABUAN COAL, double  
screened and straight from the Mines.  
For further particulars, apply to  
BRADLEY & CO.,  
Agents.  
Telegraphic Address:—  
LABOR, Labuan.  
Hongkong, arch 12, 1907.

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LABOR, Labuan.  
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To Let.

TO LET.  
SHOPS AND FLATS in Des Voeux Road  
CENTRAL.  
Apply to  
HUMPHREYS' ESTATE & FINANCE  
CO., LTD.  
Hongkong, July 13, 1907.

TO LET.  
A HOUSE in KNOTSFORD TER-  
RACE, KOWLOON.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, July 1, 1907.

TO BE LET.  
A S from the 1st August next, No. 5,  
MORRISON HILL.  
Apply to  
Messrs JARDINE, MATHESON & Co.,  
LTD.  
Hongkong, June 28, 1907.

TO LET.  
N. 1, WEST END TERRACE, SHA-  
MEEN, CANTON.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, July 1, 1907.

TO LET.  
ONE FOUR-ROOMED HOUSE, at  
PRAYA EAST, near East Point.  
Apply to  
JARDINE, MATHESON & Co., LTD.  
Hongkong, January 3, 1907.

TO LET.  
OFFICES in ALEXANDRA BUILD-  
INGS.  
Apply to  
A. S. WATSON & Co., LTD.  
Hongkong, April 22, 1907.

TO LET.  
IMMEDIATE POSSESSION.  
GODOWNS Nos. 55, 56, 57 and 100,  
PRAYA EAST.  
Apply to  
CHATER & MODY,  
Victoria Buildings.  
Hongkong, June 18, 1907.

TO BE LET.  
SHAMEEN-CANTON No. 24.  
From the 1st January, 1908, Premises  
now occupied by the East Asiatic Trading  
Company.  
Apply to  
JENSEN & CO.  
Hongkong, July 10, 1907.

TO LET.  
DETACHED HOUSE at Kowloon.  
Furnished and with Tennis Court.  
Apply to  
H. K. HOLMES,  
Solicitor,  
54, Queen's Road Central, Hongkong.  
Hongkong, July 8, 1907.

TO LET.  
BEACONSFIELD ARCADE, Fine  
Office and Dwelling Rooms.  
15, Queen's Road Central, Top Floor  
(over Oldbeck, Macgregor & Co.).  
BEACONSFIELD TERRACE HOUSES, Ro-  
BINSON ROAD.  
GLENNWOOD, CANTON ROAD, suitable for  
Boarding House or Club, contains 28  
Rooms. This property would be divided  
into 2 or more houses to suit tenants.  
No. 8, BEACONSFIELD TERRACE, Corner  
House, 1st Row.  
Nos. 3 and 4, ALBANY.  
No. 6, DES VOEUX VILLAS (Peak).  
Nos. 1 and 2, BEACONSFIELD  
ARCADE.  
Apply to  
LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, April 12, 1907.

TO LET.  
NO. 2, HOLLYWOOD ROAD.  
-51, POTTINGER STREET. Imme-  
diate Possession.  
Apply to  
ARRATON V. APCAR & CO.,  
45, Wyndham Street.  
Hongkong, April 4, 1907.

TO LET.  
PEAK TRAMWAYS COMPANY,  
LIMITED.  
TIME TABLE.  
WEEK DAYS.  
7.00 a.m. to 7.30 a.m., Every 30 minutes.  
7.30 a.m. to 8.30 a.m., Every 10 minutes.  
8.30 a.m. to 11.00 a.m., Every 15 minutes.  
11.00 a.m. to 12.45 p.m., Every 15 minutes.  
12.45 p.m. to 1.15 p.m., Every 15 minutes.  
1.15 p.m. to 1.45 p.m., Every 15 minutes.  
1.45 p.m. to 2.15 p.m., Every 15 minutes.  
2.15 p.m. to 3.00 p.m., Every 15 minutes.  
3.00 p.m. to 6.00 p.m., Every 15 minutes.  
6.00 p.m. to 8.00 p.m., Every 10 minutes.  
8.00 a.m. to 9.00 a.m., Every 15 minutes.  
9.00 a.m. to 9.30 a.m., Every 30 minutes.  
9.30 a.m. to 10.30 a.m., Every 15 minutes.  
10.30 a.m. to 11.00 a.m., Every 15 minutes.  
11.00 a.m. to 12.00 p.m., Every 10 minutes.  
12.00 p.m. to 1.00 p.m., Every 15 minutes.  
1.00 p.m. to 1.45 p.m., Every 15 minutes.  
1.45 p.m. to 2.15 p.m., Every 15 minutes.  
2.15 p.m. to 3.00 p.m., Every 15 minutes.  
3.00 p.m. to 6.00 p.m., Every 15 minutes.  
6.00 p.m. to 8.00 p.m., Every 10 minutes.  
NIGHT CARS as on Week Days.  
SUNDAYS.  
Extra Cars at 11.30 and 11.45 p.m.  
SPECIAL CARS by Arrangement at the  
Company's Office, ALEXANDRA BUILDINGS,  
Des Voeux Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
1907.

TO LET.  
A SKETCH OF WHAT MIGHT  
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EXPORTERS, 11, ABchurch Lane, LONDON.

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<b>AUTHORIZED CAPITAL.....</b>	<b>£1,500,000.</b>
<b>SUBSCRIBED.....</b>	<b>£1,125,000.</b>
<b>PAID UP.....</b>	<b>£ 600,000.</b>
<b>RESERVE FUND.....</b>	<b>£ 275,000.</b>

**LONDON JOINT STOCK BANK, LIMITED.**

**INTEREST allowed on Current Accounts**  
at the rate of 2½ per annum on the Daily Balance.

**ON FIXED DEPOSITS:—**

<b>FOR 12 MONTHS.....</b>	<b>4</b>
<b>“ 6 “.....</b>	<b>3½</b>
<b>“ 3 “.....</b>	<b>3</b>

**EVAN ORMISTON,**  
*Manager.*

**N**EDERLANDSCHE **H**ANDEL  
**M**AATSCHAPPIJ.  
(NETHERLANDS TRADING SOCIETY).  
ESTABLISHED 1824.  
PAID-UP CAPITAL } ... FL. 45,000,000 (£3,750,000).  
RESERVE FUNDS FL. 5,000,000 (E 417,000).  
HEAD OFFICE—AMSTERDAM.  
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BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Surabaya, Chobisar, Pagar, Peccalong, Paseroes, Tjilatjap, Padang, Medan (Dj), Palembang, Kota-Radja, (Achoen) Banjarmasin.  
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The Bank buys and sells and receives collection Bills of Exchange, issues letters of credit on its Branches and correspondents.

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On Current Accounts 2% per Annum  
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Do. 6 months 4% Do.  
Do. 3 months 3½% Do.

**J. L. VAN HOUTEN, Agent**  
Hongkong, June 8, 1877.

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**THE**

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**DOCKS.**

A Record of the Founding  
and Development of  
Hongkong and Whampoa  
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Reprinted from the 'CHINA MAIL'.  
Price 50 CENTS.

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T H E

**Singapore Free Press**  
**THE LEADING NEWSPAPER**  
**IN SIAM**  
 And widely circulated in Malaya, China, the Straits Settlements, and Burma.  
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 A DAILY NEWSPAPER, with a weekly

Subscription, **DAILY** (postage  
Times 50s per year  
Advertisement Rates. For each (3  
Times 2, one insertion) Times 50s  
50s, three times; Times 8 cents  
week; Times 14 cents 47  
cents subsequent months. T  
cents 33s.

A UNIQUE FEATURE of the "B  
Times" is the Siamese version. Th  
advertiser is enabled to talk as if  
the S. S. in their own tongue. Th  
knowing one word of it, the  
Times" being the translation requ  
Literary communications should  
addressed to the Editor. Busines  
communications to the MANAGER.  
and Post Office Orders in favour  
of "Bangkok Times."

Orders booked by MANAG  
Mad.

The directors of the Indo-China Steam Navigation Company, Limited, report that the adverse conditions of trade mentioned in the last report unfortunately continued in an accentuated form during 1906, and the superabundance of tonnage on the coast caused low rates of freight throughout the year, the relief by bimonthly clearances being slow in reducing competition. There has since, however, been considerably reduction in shipping by diversion elsewhere, and a return to more normal conditions is now taking place, as I did, when over-supply after the China-Japanese War, in 1896, required time for dispersion. A typhoon of exceptional violence swept over Hongkong in September, causing extensive damage to shipping and property; but the steamers of the company fortunately escaped with but little injury. Indeed, during the year no serious casualty has occurred, and the underwriting account has the substantial balance of £271,001 at its credit. The directors, notwithstanding the difficulties of the year, have again allocated a very large sum to the depreciation of the fleet (£72,833), which has been provided by transfers from exchange and underwriting accounts and from the general reserve fund, and, after meeting all expenses for the year, there remains a balance of £16,651, out of which the directors recommend a dividend of 2½ per cent., carrying forward £3,694 to 1907. The *Loong Wo*, a steamer constructed by the Hongkong and Whampoa Dock Company for the Company's Yangtze service, has been added to the fleet, and, since the closing of the accounts for the year 1906 the small steamer *Columbia* has been sold. The articles of association have been revised, and the capital, formerly represented by £10 shares, has been divided into equal moieties represented by preferred ordinary shares, which carry a cumulative dividend of 6 per cent., and deferred ordinary shares. The directors propose shortly to make an issue of debentures, in order that the indebtedness of the company may be consolidated. Particulars will be sent to shareholders and an opportunity afforded them of participating in the issue.

**THE ENGLISH HORSE.**

As an outcome of the International Horse Show at "Olympia," the consensus of opinion is that the British horse is supreme. The gate receipts at the show during the last week amounted to £38,000. The success of English competitors in the various events was phenomenal.

Mr. Gloucester, an All-England race horse, won the championship high jump, clearing 6 ft. 9 in.

Competing subsequently for Lord Londale's special prize for clearing a height of 7 ft., Jardine went over the bar at 7 ft. 4 in. Jardine was afterwards sold to a

### CARGO FROM LONDON.

The Captain of the N.Y.K. steamer Hakata Maru states that the cargo from London to Japan by the Kaisha's vessels is constantly increasing. All homeward vessels are compelled to take in as little as possible of even such a necessity as drinking water in order to make room for the freight. When the Hakata Maru left London, the branch of the N.Y.K. there had booked full consignments of cargo for all the vessels which are to leave up to August. The cargo mostly consists of rails, machinery, shipbuilding materials and other metal goods. In consequence of the glut of freight the N.Y.K. has decided to increase the number of the vessels of the London line from twelve to sixteen.

**Auctions.**

**PUBLIC AUCTION.**

**T**HE Undersigned has received instructions from Wm. RAMSAY, Esq., to S  
by Public Auction,  
or  
**SATURDAY and MONDAY,**  
the 22nd and 23rd July 1907, commencing

each day.  
No. 5, MOORHILL—  
THE WOLFE OF HIS  
VALUABLE HOUSEHOLD  
FURNITURE,  
Comprising—  
HATSTAND with BEVELLED MIRROR, SH-  
TAPESTRY COVERED DRAWING ROOM SUIT-  
TEAK OVERMANTLES with BEVELLED MI-  
RORE, BRASS FURNITURE and FINE BRASS  
J. JAMESON'S GARNET CANISTER and TABLE  
LACE CUTTING, CARPETS, SATSUMA A-  
CLOUSNONE VASES, ENGRAVINGS and OR-  
NEMENTS, &c., &c.  
TEAKWOOD EXTENSION DINING TABLE  
SIDEBOARD with BEVELLED MIRROR, MI-  
PANTLE, CHINAWARE with BEVELLED MI-  
RORE, DRESSING WAGON, WRITING DESK  
&c., &c.  
DOUBLE BRASS MOUNTED BEDSTEAD  
WARDROBES with BEVELLED MIRROR  
MARBLE TOP WASHSTANDS, TOILET TABLE  
with BEVELLED MIRROR (COLLECTOR'S)  
CAMPHOR WOOD BEDSTEAD (SINGAPORE)  
CUTLERY, GLASS and CHINAWARE  
BATHROOM, PANTRY and KITCHEN  
QUISITES.  
Also  
A FINE Selection of OXFORD BLA-  
WOODWARE.  
1 COTTAGE PLANT by F. GROSCH.  
2 RIVERGARD in GOOD CONDITION.  
(and)  
A Large Quantity of PLANTS and P-  
in Pots.  
THINKS—As customary.  
On View from Wednesday, the  
July, 1907.  
GEO. P. LAMMER  
Auctioneer.  
Hongkong, July 18, 1907.

Name.	Class	Tons.	Guns.	H.P.	Captain.	Last service &c.
Liberty	despatch-vessel	1700	12	3000	Comdr. E. La T. Latham	Japan
Liberty	crusier, 2nd class	4360	10	9000	Captain S. I. Vaughan Lea	Manila
Liberty	crusier, 1st class	9700	—	—	—	Manila
Liberty	river gunboat	710	2	900	Lieut.-Comdr. Davidson	Wei-hai-wei
Liberty	river gunboat	710	2	900	Lieut.-Comdr. Baulster	Yungtung
Liberty	sloop	1070	6	1400	Comdr. B. L. Majendri	Hongkong
Liberty	water tank and tug	—	—	—	—	Hongkong
Liberty	sloop	1070	6	1400	Comdr. C. D. S. Rakon	Yungtung
Liberty	torpedo boat destroyer	380	6	5700	Lieut.-Comdr. Glessen	Amoy
Liberty	crusier, 2nd class	4360	10	7000	Capt. Grant Dalton	Hongkong
Liberty	torpedo boat destroyer	275	6	4500	Lieut.-Comdr. W. H. Driffield	Amoy
Liberty	torpedo boat destroyer	275	6	4500	Lieut.-Comdr. Dickens	Amoy
Liberty	crusier, 1st class	9000	14	22,000	—	Hongkong
Liberty	crusier, 1st class	14,000	14	22,000	Capt. De Horsey	Shanghai
Liberty	river gunboat	616	4	1200	Capt. Cecil F. Thursby, R.N.	Hongkong
Liberty	crusier, 1st class	9800	—	—	Lt.-Comdr. Crabtree	Wulu
Liberty	river gunboat	180	—	500	Capt. A. J. Tuks	Japan
Liberty	torpedo boat destroyer	350	6	5300	Lt.-Comr. R. E. Vaughan	West Korea
Liberty	river gunboat	85	2	240	Lieut.-Comdr. C. Kirk	Amoy
Liberty	river gunboat	85	2	240	Lt.-Comdr. C. C. Walker	West Korea
Liberty	river gunboat	85	2	240	Lt.-Comr. Tickle	West Korea
Liberty	river gunboat	85	2	240	Lt.-Comdr. Teunissen	Yungtung
Liberty	torpedo boat destroyer	250	6	5600	—	Hongkong
Liberty	receiving ship	4550	6	—	Commodore Stokes	Hongkong
Liberty	river gunboat	190	2	500	Lt.-Comdr. Godfrey	Hankow
Liberty	river gunboat	710	2	900	Lieut.-Comdr. West	Shanghai
Liberty	torpedo boat destroyer	350	6	5300	Lieut.-Comdr. Stevenson	Amoy
Liberty	surveying ship	629	—	470	Comdr. R. W. Glanville	Hongkong
Liberty	torpedo boat destroyer	250	6	5900	Lieut.-Comr. Cox	Amoy
Liberty	river gunboat	195	2	500	Lt.-Comdr. G. B. Spicer-Simson	Upper Yangtze
Liberty	river gunboat	195	2	500	Lieut.-Comr. Todd	Upper Yangtze
Liberty	river gunboat	195	2	500	Lieut.-Comr. J. F. Knox	Upper Yangtze

\* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief,

Foreign Men-of-war on the China and Japan Station

N. No.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Port of Call.
1	Austro-Hungarian cruiser	439.6	25	9000	Capt. Wilhelm Facher	Yokohama
2	French armoured cruiser	1795	10	1700	Lieut. Faure	Hai Phong
3	French receiving-ship	—	—	—	Lieut. Merle	Hai Phong
4	French cruiser	3000	—	—	Capt. Fournier	Shanghai
5	torpedo-boat	—	—	—	Commander Korihail	Cape St. James
6	French gunboat	123	—	500	Lieut. Andouard	Canton
7	French cruiser	—	—	150	Comdr. Rochas	Shanghai
8	French gunboat	645	10	1000	Lieut. Hoo	Chiao
9	French cruiser	11,242	—	—	Lieut. Ebert	Shanghai
10	French sub-marine	350	7	505	Capt. Tracoe	Saloon
11	French destroyer	—	—	—	Lieut. Coquella	Saloon
12	French gunboat	900	—	8.5	Lieut. Thury	Saloon
13	French gunboat	1250	—	2.5	Lieut. Porter	Saloon
14	French cruiser	307	6	240	Lieut. Corneaux	Haiphong
15	French sub-marine	350	7	500	Commander Simon	Saloon
16	French destroyer	307	6	240	Lieut. Armbruster	Saloon
17	French torpedo-boat	350	7	500	Lieut. de Chamin	Saloon
18	French sub-marine	350	7	500	Lieut. de Kaiman wern	Saloon
19	French battleship	9437	8	607	Capt. Dupire	Saloon
20	French gunboat	1795	10	1700	Lieut. Ghoris	Saloon
21	French gunboat	250	6	—	Capt. Torgena	Yongts
22	French destroyer	6160	23	4560	—	Saloon
23	French battleship (reserve)	123	7	500	Lieut. Devoranne	Canton
24	German flag-ship	10,090	38	14,000	Captain Wilken	Kiautschow
25	German gunboat	910	10	1300	Comdr. Kisel	Hongkong
26	German cruiser	950	10	1300	Comdr. von Posadowsky-Wehner	Tientsin
27	German cruiser	3250	—	—	Comdr. von Kettich and Panthou	Hongkong
28	German gunboat	900	10	1314	Comdr. Belken	Hongkong
29	German cruiser	2800	—	—	Capt. Wilsch	Amoy
30	German torpedo-boat	400	—	—	Lieut. Jakob	Tientsin
31	German torpedo-boat	280	—	—	Lieut. Haese	Tientsin
32	German gunboat	300	10	1300	Comdr. von Koss	Japan
33	German gunboat	293	6	1300	Capt. Lieut. Portsch	Onion River
34	German river gunboat	223	3	566	Capt. Lieut. Toussaint	Yongts River
35	German river gunboat	—	3	500	Lieut. Kitchers	Yongts River
36	Italian cruiser	2145	—	—	Baron de Saint Pierre	Shanghai
37	Portuguese gunboat	720	—	—	Captain Meideros	Macao
38	U. S. gunboat	420	7	3800	Ensign A. K. Shoop	Philippines
39	U. S. torpedo-boat destroyer	420	7	3800	Lieut. Woodruff	Japan
40	U. S. torpedo-boat destroyer	420	7	3800	Lieut. Lewis	Manila
41	U. S. gunboat	500	10	5000	Ensign Guy Wilcox	Canton
42	U. S. cruiser	2100	16	4600	Commander Alex. Sharp	Hankow
43	U. S. cruiser	420	7	3800	Lieut. E. P. Joseph	Manila
44	U. S. torpedo-boat destroyer	4212	19	7500	Comdr. Quinby	Amoy
45	U. S. cruiser	13,500	—	—	Capt. S. Stanton	Philippines
46	U. S. cruiser	—	—	—	Lieut. O. J. Boush	Manila
47	U. S. gunboat	450	7	3900	Reserve	Manila
48	U. S. torpedo-boat destroyer	420	7	3900	Reserve	Manila
49	U. S. gunboat	560	10	6000	Dr. Comdr. J. T. Payne	Hongkong
50	U. S. cruiser	3100	25	5400	Capt. Jas. Helm	Shanghai
51	U. S. cruiser	1387	8	1800	Capt. T. O. McClean	Shanghai
52	U. S. battleship	13,500	—	—	Capt. R. R. Ingersoll	Manila
53	U. S. battleship	13,500	—	—	—	Manila
54	U. S. monitor	3990	8	3000	Ensign J. W. Hayward	Cavite
55	U. S. gunboat	201	3	250	Ensign A. B. Reed	Cavite
56	U. S. gunboat	201	3	250	Comdr. Stetsdahl	Hongkong
57	U. S. gunboat	650	—	—	Lieut. O. R. Train	Nankin
58	U. S. gunboat	4000	14	—	Comdr. Hodges	Manila
59	U. S. cruiser	8713	18	7500	Lieut. F. F. Fletcher	Manila
60	U. S. cruiser	13,500	—	—	Capt. Mills	Manila
61	U. S. flag-ship	347	3	670	Lieut. F. L. Pinney	Hankow
62	U. S. gunboat	1397	8	1894	Commander W. L. Rodgers	Manila

Flagship of Rear-Admiral Joseph Hemphill.

Flagship of Vice-Admiral Richard, Commander-in-Chief.

Member of Rear Admiral de Fauque de Jonquière's, Second-in-Command.

**ADVERTISEMENTS.**

## 'REFORM IN CHINA'

# RAMBLE THROUGH SOUTHERN

**THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:—**

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to our Office at 5, Wyndham Street not later than 11.5 a.m. New Advertisements should be sent to our Office at 8, Queen Road Central before 3 p.m.

**THE CHINA MAIL, LTD**

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BEING a letter addressed to Rear-Admiral Lord CHARLES BERRARD, U.S. M.P. And an article in reply to  
**CHINA: THE SLEEP AND AWAKENING.**  
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**A RAMBLE THROUGH SOUTHERN  
FORMOSA:**  
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[Reprinted from the *China Review*.]  
One of the Best Sketches of Formosa Ever  
written.  
Prices... 60 Cents.  
CHINA MARK OFFICE, 5 N. PRINCE STREET,  
HONGKONG.







## APPEAL TO THE PRIVY COUNCIL.

## An Application for Leave.

In the Supreme Court this morning, before His Lordship Sir Francis Pigott (Chief Justice) and His Honour Mr. A. G. Wise (Puisne Judge) sitting in the Full Court, the Hon. Mr. H. E. Pollock (instructed by Mr. C. D. Wilkinson) formally applied for leave to appeal in the case *Chan Wo and others v. Chau Yum and others*.

The petition set out that on April 8, 1904, the plaintiffs filed a statement of claim in the action claiming the sum of \$4,258 paid into Court—being part of a sum of \$12,000 which represented the debt of the Wah Tai to the Wah Hing Lung, being due to the plaintiffs as assignees of the said debt. The defendants denied the assignment of the debt and stated that they and the plaintiff (Chau Wo), as partners retired from the Wah Hing Lung, were entitled to the debt due from the Wah Tai, but that they were willing to make certain payments to the plaintiff. The action was heard before the Puisne Judge, sitting in Original Jurisdiction in November, 1905, and in March, 1907. Judgment was entered for defendants with costs, and the Puisne Judge found, inter alia, that the said debt had not been assigned to the plaintiffs and was the property of Chau Wo and the defendants as old partners of the Wah Hing Lung. On July 1 and 2 the plaintiffs appealed to the Full Court, but the appeal was dismissed with costs and the judgment, including the finding, was confirmed. Plaintiffs were precluded by the said judgment from recovering from the defendants a sum of \$6,000, which also formed part of the Wah Tai debt, and were forced to appeal to His Majesty in His Privy Council, and that pending appeal the judgment to be suspended.

Hon. Mr. Pollock pointed out that his application was purely formal. There seemed a doubt as to whether the petition for leave to appeal should be lodged before the expiry of fourteen days or whether the actual application had to be made to the Court before fourteen days had elapsed from the Full Court finding.

The Chief Justice intimated that he would decide the point and remarked that a day would be fixed for the hearing of the application.

## THE CROWN AND COSTS.

## An Interesting Argument.

Mr. M. W. Shide (instructed by Mr. D. V. Stevenson) appeared before the Full Court this morning to argue as to whether costs could be given against the Crown as represented by the Building Authority. It may be remembered that Fung Ching was proceeded against by the Building Authority at the Magistrate's court, and that he appealed from the Magistrate's decision, being successful. The question of costs had then to be decided.

Mr. Shide said he was prepared to argue on the lines that the Building Authority was a person against whom costs could be given, but he had found a decision in which it was held that costs could be given against the Crown because the Crown was given the right to appeal. There was power to give costs under all cases against the Crown, though the Crown may not be specifically mentioned. Under the Magistrate's Ordinance the Crown was given leave to appeal and by section 107 the party appealing had to find security and to pay such costs as might be awarded by the Full Court. Section 110 defined the powers of the Full Court to make any order with regard to costs. By the words of the Ordinance power was given to the Crown to appeal and the Crown was bound by the subsequent words as to costs. Mr. Shide quoted a case (*Moore v. Smith*, in 1815 and 1816 reports, page 697) in which costs had been given against an Excise Officer. The Crown, continued Mr. Shide, had no right to appeal before the section was passed and the Crown were given the right to appeal coupled with the liability to pay costs. Where the right of appeal and the liability was conferred together the Crown could not take the right without the liability.

The Attorney General (Hon. Mr. H. H. J. Compton) argued that as the Full Court was sitting as a Court of Appeal in a criminal case costs could not be given against the Crown. The procedure was not that allowed under the Code of Civil Procedure, but that granted under the Magistrate's Ordinance, and but for that section there would be no appeal from the decision of the Magistrate in the Colony. He quoted cases in support of his contention and remarked that he had no knowledge of costs being given against the Crown in the Colony. It was the rule here that the Crown did not receive or did not get any costs.

## JUDGMENT WAS RESERVED.

## RUSSIAN NEWS.

## LONDON, June 30.

The Baltic-Black Sea Canal project has been revived. The Russian Government has directed one of its engineers to prepare plans.

A Russian Imperial Decree authorizes the issue of an internal loan of £5,300,000, sterling at four per cent. It is expected that General Rennenkampf will become Governor-General of Moscow.

## RELIEVE YOUR MIND.

It is always a relief to be prepared for an emergency. Colic, diarrhoea, and dysentery are usually prevalent at this season and a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in your home may save much suffering if not a life. For sale by all chemists and storekeepers.

## GREEN ISLAND CEMENT CO.

## An extraordinary general meeting of the shareholders of the Green Island Cement Company was held at the offices of the general managers (Messrs. Shawan, Thomas and Company) at noon on Saturday.

Mr. R. Sheehan was in the chair and there were also present—Sir Paul Chater, C.M.G., Hon. Mr. H. Keswick (Director), Messrs. R. Hancock, J. A. Young, E. D. Haskell, E. C. Lane and R. Henderson.

The Notice convening the meeting was read.

The Chairman then proposed the following resolution:—

"That it is desirable to capitalise the sum of \$800,000, being part of the undivided profits of the Company standing to the credit of the Company's reserve and accordingly that the same be distributed as a bonus amongst the shareholders of the Company at the date of the passing of this Resolution in proportion to the shares held by them respectively, and that the General Managers be, and they are hereby, authorised to distribute among the shareholders the \$800,000 undivided shares in like proportion."

Hon. Mr. Keswick seconded and the motion was carried.

The Chairman then informed the meeting that a call of \$5.50 would be at once made on these new shares and be payable on 27th inst. by which date the new scrip would be ready.

## THE OPIUM DENS OF FATSHAN.

That there is a determination on the part of the Chinese officials to attempt to stay the smoking of opium is apparent, and there is every likelihood that much restriction will be placed upon the freedom of those who are still allowed to continue the habit. In Fatshan an official proclamation has been issued, which indicates that the new edict will be put into force at the end of the sixth, that is, the present month, as was at first threatened.

There are three kinds of shops that are implicated. First, there are those of the lowest type, in which the refuse of opium, and sometimes the sediment and ashes of opium are smoked. Then there are the better classes of dens. Lastly there are the shops in which opium is sold by retail. These shops have been again ordered to prepare to shut their doors at the time specified. Further than this the minor officials have been ordered to make a census of those who will need permits in order to continue smoking.

It will be seen therefore that there is an evident determination on the part of the Chinese Government to make a general attempt to get behind the evil, and to suppress it. One thing is certain that efforts of this kind, if persistently carried out, will do much to discourage the use of the drug, for few will care to begin smoking opium under such conditions. One must have a strong desire for the drug in order to approach the officials and demand a permit for which it is probable considerable sum will be charged.

## THE ACTING VICEROY AND PROVINCIAL TAXATION.

Provincial Treasurer Yue of Canton seems to be exercising himself, though he is only a *locum tenens*. He has sent to all the officials a proclamation, in which he bids them examine into the matter of the incidence of local taxation. The document is rather long, and need not be repeated here. He assumes that taxation is rather heavy at present, and that in addition to the regular taxes there are additional sums needed, to pay the foreign indemnity, to increase the efficiency of the army, to pay for the new police, and further to establish the new teaching.

All these things need money, and therefore the calls are many and heavy. What appears to be the aim of the Acting Viceroy is to effect two changes. He wants to see whether it is possible to remit taxes from minor commodities, which return but little, and cause a good deal of annoyance to those from whom the taxes are collected. Then, secondly, he appears to suggest that it might be possible to arrange that more of the taxes might be paid direct into the treasury, or into the hands of the officials. This will not necessitate the interference of middlemen or farmers, who work their fields for all that they are worth, and often enough put a good deal of money into their own pockets, that should remain in the purses of those who pay the taxes.

The despatch seems to be frank and genuine. He appeals to the fact that he has spent several years in Kwangtung, and therefore understands the position very thoroughly and no doubt does so. It will be interesting to see how the people will take this suggestion. Long experience has taught them that any manipulation of money affairs on the part of the mandarins generally means more to pay, and nothing for it. Will the result be the same here?

## A SOLDIER'S EXPERIENCE.

MANY a soldier in the late war has come to remember Mr. J. Dutot Boring, an officer in the Free State Artillery, who is now manager for the store of A. Isaacson & Co., of Bradford, O. R. O. His endeavour to check the ravages of dysentery which was so prevalent in the war camps brought relief to many suffering men. He says: "I cured dozens of cases of Diarrhoea and Dysentery during the war, and have since Chamberlain's Colic, Cholera and Diarrhoea Remedy. I never knew it fail if used according to directions. I always keep it in the house and use it in my own family with perfect satisfaction. Sold by all chemists and storekeepers."

## NEGLECTANCE AND COSTS.

## The Mortgage Case.

Some little time ago His Lordship the Chief Justice (Sir Francis Pigott) gave judgment in the action in which Long Foo sued Ng Wai, asking for the annulling of a mortgage alleged to have been made between the plaintiff and defendant.

His Lordship, though giving judgment for plaintiff, pointed out that somebody, through the extreme negligence of plaintiff, was enabled to commit a fraud and so deprive the unfortunate debtor of a large sum of money. He therefore made an order that plaintiff pays all the costs of the case, including the costs as between solicitor and client.

On the 11th, Mr. Pollock's application His Lordship expressed his willingness to set aside a day for argument before the Full Court as to costs. This morning the action came before the Full Court.

Hon. Mr. H. E. Pollock, K.C., and Mr. H. G. Calhoun (instructed by Mr. A. G. Jackson, of Messrs. Johnson, Stokes and Master) appeared for the plaintiff, and Mr. M. W. Shide (instructed by Mr. G. K. Hall Britton, of Messrs. Britton and Hett) represented the defendant.

Mr. Pollock argued upon the degree of negligence required, before costs could be given against the successful party and further argued that in no case could a successful party be called upon to pay the costs between solicitor and client.

Argument had not concluded when we went to press.

## SPORTING.

## Lawn Tennis.

## THE KOWLOON TOURNAMENT.

The semi-final of the Kowloon Cricket Club's tennis championship, in which Messrs. R. Lapsley and J. Clelland met, was commenced on Saturday afternoon, but unfortunately it was not concluded, the score being two sets to Lapsley one set to Clelland and 4 games to 3 in favour of Clelland, when the umpire (Mr. T. Choe) stopped play on account of want of light.

The first set after "4 all" had been called was won by Clelland but in the next two sets Lapsley came along well and by dint of hard driving and good placing he won 7-5, 6-3.

With a set to the good and requiring but one more to win the match, Lapsley commenced the fourth set with confidence and gained a lead, but Clelland drew level and at the sixth game the players were level. However, by this time the sun had set and darkness was fast approaching. Another game was played—won by Clelland—and the match was stopped.

The match will be continued from where it was left off—Clelland to serve. It would not be surprising to see Clelland pull the game out of the fire, even now. He has the advantage of one game and as he was palpably distressed on Saturday will have an extra chance given him by being fresh when the match is continued. No matter who wins the match the final looks a very "good thing" for Mr. G. Duncan.

## THE RICE SHORTAGE.

The reports which are coming in (all of imperfect rice crops. One of the reports indicates that, in some cases, the crop is not one half of what it should be, whilst in most cases, only a very poor average is hoped for, seeing that the first crop is now reaped. Whilst the prospects are so dark they are made darker by the attitude of the large dealers—who are holding back what rice they have and so are trying to corner the market. In this way the people are greatly distressed. The determination of Viceroy Shun in sending telegrams to Kwangsi has assisted matters somewhat, and the promise of the Governor that some rice will be available and will be exported to Kwangtung has given heart to the people, and at the same time has slightly brought down the price in the open market. There is no doubt that there has been considerable anxiety, and this anxiety is not yet quite allayed. The fact that this year there has been no rice exported from the great Yangtze ports has made rice comparatively scarce in the south, and though there appears to be a constant stream of grain coming from Bangkok, this hardly meets the needs of the masses of people who fill the delta of the Canton river.

## MR. ROCKEFELLER "WANTED."

## New York, July 2.

Mr. Rockefeller is still wanted in connection with the pending suits in the Illinois courts against the Standard Oil Company, but continues to evade successfully the officers of the Court in their efforts to subpoena him.

## WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 16th at 12.20 p.m.—The barometer has fallen slightly to moderately over the China coast, S. Japan and the Loochoos, and risen in Central China.

A depression is moving Eastwards in the Yellow Sea, and there are some indications of the existence of a second area of low pressure over the Pacific to the S.E. of the Loochoos.

Fresh variable winds may be expected in the Formosa Channel, and light to moderate moonsoon over the S. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow.

## FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: S.W. to W. winds, light or moderate; fair; 2.—Formosa Channel: Variable winds, fresh.

3.—South coast of China between Hongkong and Lamook: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

## FRENCH NATIONAL FETE.

A reception at the French Consulate, a display of French flags, and the fact that a large number of ships in the harbour were decorated with hunting were practically the only outward signs locally that yesterday was July 14, France's National Day. The A.D.C.'s to His Excellency Mr. F. H. May (Officer Administering the Government), the General Officer Commanding and Commodore Stokes were among those who presented themselves at the French Consulate. Other consuls and a great number of civilians also attended.

At Canton the celebrations were of a more elaborate nature, there being a programme of sports and a display of fireworks on the Shamone. The Paul Donat took up a number of Hongkong residents to witness the celebrations.

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## CORRESPONDENCE.

## A QUESTION OF COMMODORES.

## (To the Editor of the "CHINA MAIL.")

Sir,—The many friends of our last Commodore were "all agog" this morning on finding that, according to an account of the reception at the French Consulate yesterday, on the occasion of the French National holiday, our ex-Commodore Williams was again amongst us, and great were the rejoicings thereat. I understand that nearly every lunch in the harbour was requisitioned, this morning for a ceremonial and friendly call on Mr. M. S. Tamar, and it was not until exhaustive enquiries made it quite apparent that the Commodore's flag was not now flying over the last local representative of H. M. Navy, that the enthusiasm aroused was abated. It was a nasty jar, but the many friends of our last Commodore soon found a grand consolation in their disappointment when they once more began to realise that the pennant was now flying over the gallant, genial, and popular Commodore Stokes, and they felt more than resigned. "How happy could we be with either."

Yours, etc.,  
T. I. S.

HONGKONG, July 15.

[It is an easy matter to make a mistake. We notice in a list of men-of-war published in the leading local paper (the general public need no instruction on the point) that Commodore Williams is down as commanding the Tamar.—Ed., C.M.]

CHAU-FU ROBBED.

When Ex-Viceroy Chau-fu was leaving Shanghai in the evening of the 8th July on the steamer Kiangshin, a leather box belonging to him containing valuables was stolen. In the box there was a valuable gold watch.

THE ANHUI ASSASSINATION.

It is now stated that about one hundred men, partly conscripts and partly gendarmes, were in the plot to assassinate Governor En Min, and that two persons fired their revolvers at him. The shooting was of course rather wild so that, as already stated, in addition to the Governor, his A.D.C. and two of his Excellency's staff were also killed on the spot. A detachment of troops has also been sent from Wuhan to assist in searching for the malcontents and peace and quiet has been entirely restored in Anking.

A letter from our correspondent at Anking states that Chih Hsi-shing, the murderer of the Governor of Anhui, is said to have been executed by personal order of En Min, under whose hands Chih's father was sentenced to death fifteen years ago. Chih talked and laughed up to the moment of execution and met death smilingly. H.M.S. Tial has arrived at Anking and the Viceroy is expected.—"N.C. Daily News."

SHANGHAI CLUB.

## A Rebuilding Scheme.

An extraordinary general meeting of the members of the Shanghai Club was held on July 9. It was well attended. Mr. J. C. Hanson was in the chair, and he moved three resolutions having for their object: the registration of the Club as an Association limited by guarantee, under the Hongkong Ordinances, the liability of each member not to exceed Tls. 100; the rebuilding of the Club in accordance with the scheme of which the members had already received notice, and the financial arrangement necessary for the same; the selection of suitable plans for a Club House, and the election of a building committee.

The Chairman announced that Tls. 170,000 would shortly be called for in debentures, and the total sum required for the purchase of the present property, and the re-building is expected to be about Tls. 450,000. It is proposed to rent the building in Jinkoo Road, next to the German Club while the re-building is in progress.

The resolutions as proposed were adopted by an overwhelming majority.

R. G. A. GRIEVANCE.

We take the following from a recent issue of "Truth":—"Another grievance of the P. G. A. is reported from Hongkong, and relates to inconsistencies in promoting men to the rank of sergeant. On a vacancy occurring not long ago in one company it was filled by promotion of a corporal from another company, on the ground that he had a first-class certificate of education. When the next vacancy occurred in the same company two men who had first-class certificates of education were passed over, this time on the ground that they were not in the command, and not to be limited to individual companies. Yet another occurred, and this last rule was set aside. The conclusion naturally is that promotion is purely a matter of caprice and that the reasons for the selection of one man rather than another are invented to suit each case. On the facts as above stated I do not see how any other view is possible."

PERILS OF THE SEA.

London, June 10th.—The barque Alexandra, bound from Newcastle to Panama, ran short of provisions in mid-ocean, and was abandoned on May 28th, although the vessel was undamaged. The first mate and some of the crew have landed at Guayaquil, the chief command of the Equador. The whereabouts of the captain and other members of the crew is unknown.

London, June 10th.—Four members of the crew of the British steel-torpedo boat, (1,630 tons) were swept overboard and drowned during a gale on March 18th. The Captain risked his own life in assisting to save two sailors, who were clinging to a rope in ice-cold water at the vessel's side.

CHINA'S NAVIES.

A Shanghai telegram to the "Maitichi" states that orders have been given for the construction of twelve Chinese gunboats at the Kawasaki Dockyard. On enquiry at the Dockyard to-day, says the "Echo Herald," of June 28, we were courteously informed that the above message is correct. The company, however, does not yet know what types of warships are required.

Admiral Sah Chen-ping has replied to the Imperial enquiry regarding the way of regenerating the Chinese Navy, and points out the necessity of building ten warships on which naval officers shall be trained.

BYRON RETURNED.

When W. D. Howells was editor of "Frederick," a young fellow one day obtained an interview for the purpose of submitting a poem for perusal. He was young and of rough appearance externally, but had aspirations.

Mr. Howells read through the manuscript to the last line. Then he looked up and asked the young poet: "Did you write this poem yourself?"

"Yes, sir. Do you like it?" replied the youth.

"I think it magnificent," said the editor. "Did you compose it unaided?"

"Most certainly I did. I wrote every line out of my own head."

Mr. Howells paused for a moment in thought. Then he rose, and extending his hand, said: "Then, Lord Byron, I am very glad to meet you. But I was under the impression that you had died in Mississippi a good many years ago."

It is reported from Rome that the Municipal elections have resulted in a great victory for the Social and Radical Parties. The Government is becoming unpopular with the public, and its policy is strengthening the influence of the anti-clericals.

COLOC AND DIARRHOEA.

PAINS in the stomach, colic and diarrhoea are quickly relieved by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. When in need of such a medicine, give it a trial. For sale by all chemists and storekeepers.



## \$5000 REWARD

THE above REWARD will be paid to any Person or Persons giving such information as will lead to the discovery—dead or alive—of HUGH McILRATH, of Sydney, Australia, who disappeared from Hongkong on 15th November, 1906.

Description: 5 ft. 11 in. high; Slight build; Fair hair and moustache; slight paralysis one side of the face. When last seen, on 16th November, 1906, stated he was going to Canton that evening. Address any information to "CHINA MAIL" OFFICE, 233 Hongkong, May 6, 1907.

THE HAGUE CONFERENCE.

News comes from The Hague that the British delegates urge the prohibition of auxiliary cruisers which leave belligerent ports under commercial flags for converting themselves into warships. They insist that such vessels must leave their home ports as recognized warships. This restriction would particularly affect the Russian Volunteer Fleet. All the delegates seem disposed to agree to a proposal that vessels under neutral colours which act as coal or water tenders to belligerents shall be liable to capture or destruction.

Private Property at Sea.

It is reported from The Hague that the American



## Shipping.

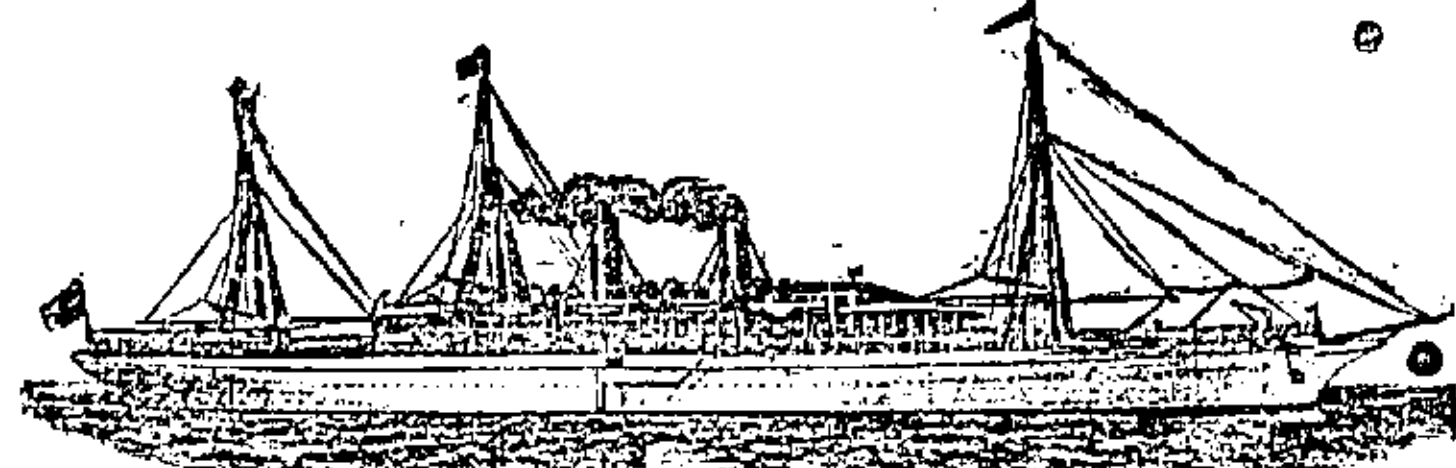
## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
MARSEILLE, LONDON (SYRIA)	(Capt. D. C. GREGG, R.N.R.)	About 17th July	Freight and Passage.
AND ANTWERP			
SHANGHAI, MOJI, KOBE (SUNDA)	(Capt. G. M. MONTGOMERY, R.N.R.)	About 19th July	Freight and Passage.
AND YOKOHAMA			
SHANGHAI	(ARCADIA)	About 25th July	Freight and Passage.
	(Capt. A. L. VALENTINI)		
LONDON, via Uppal Port (DELTA)	(Capt. C. L. DANIEL)	Nov. 27th	See Special Advertisement.

E. A. HEWITT, Superintendent.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## LUXURY—SPEED—PUNCTUALITY.

The only line that MAINTAINS a regular Schedule Service of 11 Days across the Pacific to the 'EMPERESS LINE' Service 5 to 10 Days OCEAN TRAVEL.

11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

STEAMERS	TONS	DEPART	ARRIVE
ATHENIAN	3882	Wednesday, July 17	Aug. 10
EMPERESS OF INDIA	6000	Thursday, Aug. 1	Aug. 19
MONTEAGUE	6163	Wednesday, Aug. 14	Sept. 7
EMPERESS OF JAPAN	6000	Thursday, Aug. 29	Sept. 16
EMPERESS OF CHINA	4425	Wednesday, Sept. 11	Oct. 5
EMPERESS OF AUSTRALIA	6000	Thursday, Sept. 26	Oct. 14

THE Japanese route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on SATURDAY, the 20th July, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Alaska and Inland Cities of the United States, via Overland Railway, to Denver, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS, S. SILVERSTONE, Agent.

General Traffic Agent for China.

Corner Queen's Street and Praya, Opposite Bikes Pier.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SHANGHAI, PENANG, COLOMBO AND PORT SAID	WAKASA MARU, Tons 6006	WEDNESDAY, 21st July, at Daylight.
	HAJATA MARU, Tons 6161	WEDNESDAY, 7th Aug., at Daylight.
VICTORIA, B.O., and SEATTLE, WASH., via SHANGHAI, MOJI, KOBE and YOKOHAMA	NAGA MARU, Tons 6501	TUESDAY, 23rd July, at Daylight.
	TOKA MARU, Tons 5828	TUESDAY, 6th Aug., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, GENOA, LONDON, ANTWERP, via MANILA, SINGAPORE, COLOMBO, SUEZ AND PORT SAID	NIKKO MARU, Tons 5539	FRIDAY, 9th August, at Noon.
	KUMANO MARU, Tons 5076	FRIDAY, 6th Sept., at Noon.
SHANGHAI, MOJI and KOBE	OEYON MARU, Tons 5068	THURSDAY, 18th July.
BOMBAY, via SINGAPORE AND COLOMBO	KAGOSHIMA MARU, Tons 3412	TUESDAY, 18th July, p.m.
KOBE and YOKOHAMA	TOTOMI MARU, Tons 3412	THURSDAY, 18th July.
NAGASAKI, KOBE and YOKOHAMA	KAWACHI MARU, Tons 6101	SATURDAY, 27th July, at Daylight.
	KUMANO MARU, Tons 5076	WEDNESDAY, 7th August, at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamship Lines. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

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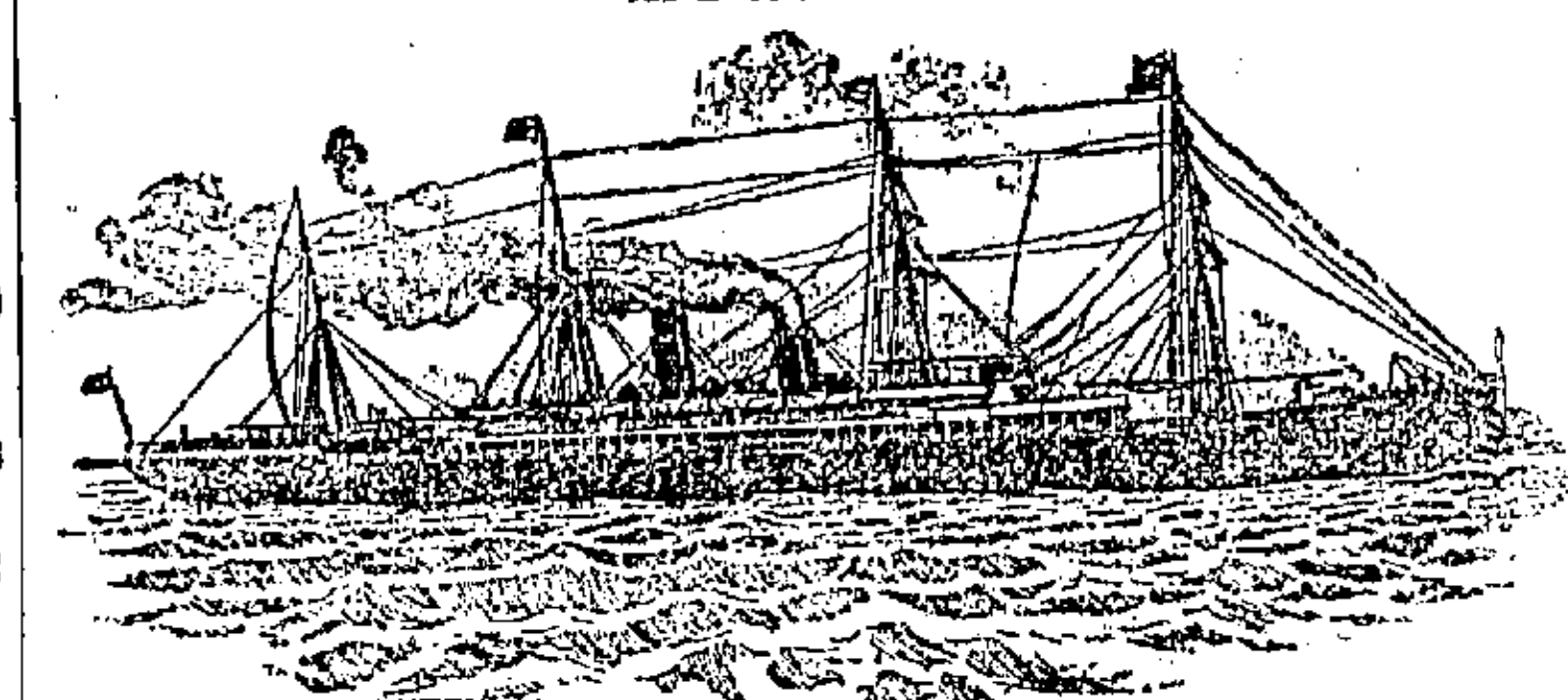
SHEWAN, TOMES & CO., General Agents.

## Shipping.

## PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

## U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE:



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	SAILING DATES
ASIA	9,000	SATURDAY, 20th July, at Noon.
PERSTA	9,000	SATURDAY, 27th July, Daylight.
HONGKONG MARU	11,000	TUESDAY, 6th Aug., at Noon.
KOREA	18,000	FRIDAY, 18th Aug., at Noon.
AMERICA MARU	11,000	SATURDAY, 24th Aug., at Noon.
SIBERIA	18,000	SATURDAY, 31st Aug., at Noon.
CHINA	10,200	SATURDAY, 7th Sept., at Noon.
MANCHURIA	27,000	SATURDAY, 14th Sept., at Noon.
NIIPPON MARU	11,000	SATURDAY, 21st Sept., at Noon.

## RECORD FAST TRIPS.

Yokohama to San Francisco, via S. KOREA, 18,000 tons. September 18-27th 1906; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via S. SIBERIA, 18,000 tons. August 18th-20th, 1906; 4 days, 19 hours.

San Francisco to Yokohama, via S. SIBERIA, calling at Midway Islands and Honolulu on route, August 18th-31st, 1906; 13 days, 13 hours.

Yokohama to San Francisco, via S. SIBERIA, 18,000 tons. Oct. 18th to 23rd, 1906; 10 days, 10 hours and 29 minutes.

THE O. & O. Steamship ASIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, OAHU (LAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 20th July, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Alaska and Inland Cities of the United States, via Overland Railway, to Denver, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS, S. SILVERSTONE, Agent.

General Traffic Agent for China.

Corner Queen's Street and Praya, Opposite Bikes Pier.

## PORTLAND &amp; ASIATIC S.S. CO. PORTLAND, OREGON.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, KEELING, MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
NUMANTIA	4371	H. FELDMANN	July 18, at 5 p.m.
ATLANTA	4193	METWORTH	Aug. 7, at Noon.
ALBESIA	6187	JOHN EMMET	Sept. 4, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

## CHINA NAVIGATION CO., LD.

FOR

HAIPHONG, CHINA, July 16, Daylight.

MANILA, NEWCHANG, July 16, at 4 p.m.

NINGPO & NEWCHANG, July 17, at Noon.

SWATOW, WEIHAWEI, CHEFOO AND TIENTSIN, July 17, at 4 p.m.

SWATOW and SHANGHAI, July 18, at 4 p.m.

CEBU & ILOILO, July 24, at 4 p.m.

YOKOHAMA and KOBE, July 29, at 4 p.m.

MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE, CHINOT \* \* \* August 3, at 4 p.m.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED JALOOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon outside ships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
ZAFIRO	2540	A. Fraser	Manila	Saturday, July 20, at Noon.
RUBI	2540	R. W. Almond	Manila	Saturday, July 27, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	TAISANG	TUESDAY, July 16, at 4 p.m.
SINGAPORE, PENANG AND JALOUTTA	KUMSANG	WEDNESDAY, July 17, at 3 p.m.
MANILA	LOONGSANG	FRIDAY, July 19, at 4 p.m.

## REDUCED FARES TO STRAITS &amp; CALCUTTA:

	Hongkong to Singapore 1st-Class Single	Return
Penang	\$ 65	\$100
Calcutta	85	130
	105	200

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chafco, Tientsin, Newchwang, and Yangtze Ports.

Taking Cargo on through Bills of Lading to Kudat, Labad, Datu, Semporna, Tawao, Cankar, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR

NAPLES, GENOA, GIBRAL, PREUSSEN, Capt. C. Nabrath.

SHANGHAI, NAGASAKI, ZIETEN, Capt. F. Prosch.

MANILA, NEWGUINEA, MANILA, Capt. Miessen.

BRISBANE, SYDNEY AND MELBOURNE, PRINZ WALDEMAR, Capt. W. von Senden.

YOKOHAMA AND KOBE, BORNEO, Capt. F. Samjil.

KUDAT AND SANDAKAN, BORNEO, Capt. F. Samjil.

For further Particulars, apply to

Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.

General Agents, Hongkong & China.

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## PRINTING.

## PRINTING.

## PRINTING.

## Artistic Printing

AND

## Book Binding

Done with Neatness and

Despatch

At Moderate Prices.

## Programmes

## Company Reports

## Business Circulars

and

## Books of all kinds.

## Under European Supervision

## China Mail Office

5 WYNDHAM STREET,

HONGKONG.

## ADVERTISE

## ADVERTISE

## ADVERTISE

## The Life of Trade.

A ONE-TIME order, like one blow of the

hammer on the head of the nail, makes

an impression, but it is only the con-

tinuous insertion of the advertisement,

like the continuous pounding on the

head of the nail, that drives the argu-

ment home and clinches it.

## The BEST Mediums for

Advertising are

## "CHINA MAIL,"

## "OVERLAND

## CHINA MAIL,"

## AND THE

## "HONGKONG WEEKLY."

Read by all Classes in the Colony

Established over Half-a-Century.

## THE COMMERCIAL LAW AFFECTING CHINESE.

With Special Reference to

PARTNERSHIP, REGISTRATION AND

BANKRUPTCY LAWS IN

HONGKONG.

Reprinted from the China Mail.

For Sale at the China Mail Office,

at 5, Queen's Road Central.



# Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR  
MARSEILLES & LONDON,  
TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colonies	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due at MARSEILLES (Brindisi 2 days earlier)	Due at PLYMOUTH (London 1 day later)	
TONS	Non-Sat day 19 07	TONS	Saturday, 1907	Saturday, 1907	
DELTA .....	8000	JULY 27	MACE DONIA 10500	Aug. 25	Sept. 1
DELHI .....	8000	Aug. 10	HIMALAYA 7000	Sept. 8	Sept. 18
ARCADIA .....	7000	Aug. 24	MOLDAVIA 9500	Sept. 22	Sept. 29
MALMORA 10500	Sept. 7		INDIA 8000	Oct. 6	Oct. 13
MALTA .....	6000	Sept. 21	MONGOLIA 9500	Oct. 20	Oct. 27
DELTA .....	8000	Oct. 5	VICTORIA 7000	Nov. 2	Nov. 9
OCIANA .....	7000	Oct. 19	BRITANNIA 7000	Nov. 16	Nov. 23
DELHI .....	8000	Nov. 2	MOOLTAN 9500	Nov. 30	Dec. 7
ARCADIA .....	7000	Nov. 16	CHINA 8400	Dec. 14	Dec. 21
DEVANHA .....	7000	Nov. 30	HIMALAYA 7000	Dec. 28	1908, Jan. 4

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.  
In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

**LONDON,**

CARRYING SALOON PASSENGERS AT REDUCED RATES.

These Steamers call at Singapore, Penang, Colombo, and at Malta or Marseilles.  
\* Carries 1st and 2nd Saloon Passengers. \* Carries only First Saloon Passengers.  
For further particulars, Apply to  
E. A. HEWETT,  
Superintendent.

**OSAKA SHOSHEN KAISHA.**  
REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA  
PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

Steamers	Leave	Due at	
Tons	Hongkong	Swatow	
* SHOSHU MARU	7000	July 17	Sept. 2
* SHOSHU MARU	7000	July 31	Sept. 16
* SHOSHU MARU	7000	Aug. 14	Sept. 30
* SHOSHU MARU	7000	Aug. 28	Oct. 14
* SHOSHU MARU	7000	Sept. 11	Oct. 27
* SHOSHU MARU	7000	Oct. 9	Nov. 25
* SHOSHU MARU	7000	Oct. 23	Dec. 9
* SHOSHU MARU	7000	Dec. 6	Jan. (1908) 23

T. ARIMA, Manager

**NORTHERN PACIFIC LINE.**  
BOSTON STEAMSHIP CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY CO.  
PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
MOJO, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
SHAWMUT	9600	E. V. Roberts	About Aug. 7
TREMONT	9600	L. W. Garlick	About Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.  
\* The Twin-screw s.s. Shawmut and Tremont are fitted with very superior  
accommodation for First and Second Class Passengers. The large size of these vessels  
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-  
dry. Cargo carried in cold storage.  
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information, Apply to  
Dodwell & Co. Limited,  
GENERAL AGENTS.

### Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship Kamsing having arrived from the above Ports, Consignees of cargo are hereby informed that their goods will be delivered from along-side.

Cargo impeding the discharge or re-loading on board after 4 p.m. the 15th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hon Kong, July 12, 1907. 1141

### NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DELHI.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:- From London, R. & P. S. N. Co.'s steamers. From Penang, R. & P. S. N. Co.'s steamers. From P. & N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 17th July, 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, July 11, 1907. 1139

### 'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENFOLICH.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where they will be placed at their risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th July will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, July 9, 1907. 1131

### THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER

THE CHINESE MAIL.

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

THE LATEST INTELLIGENCE FROM THE FAMOUS PORTS IN CHINA AND JAPAN.

\$9 per Annum delivered in Hongkong \$12.50 to all other Ports.

5 WELLINGTON STREET, HONGKONG.

Orders booked by Manager, CHINA MAIL.

### EAST PRAVA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATEL.

The Full Details Printed in Pamphlet Form Copies may be had at CHINA MAIL Office 3, Queen's Road Central.

Price 50 Cents each.

### SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, THE MALAY PENINSULA, CEYLON, SINGAPORE, HONGKONG AND JAPAN.

Translated by EDWARD HARPER PARKER and Reprinted from THE CHINA REVIEW.

Price 50 Cents.

For Sale at The 'CHINA MAIL' Office 3, Queen's Road Central.

### GERMAN DREADNOUGHTS.

Kaiser's Navy and the British.

BEALIN, June 13.

Count Ernest von Reventlow, the well known German naval expert, discussing the German Dreadnoughts, of which four are now being constructed, declares that they have caused perceptible unrest and uneasiness in British naval circles, because their completion in 1909 and 1910 respectively will tend to upset the balance of naval power.

The German fleet, even after the Navy Act of 1906 came into operation, remained little more than a negligible quantity so long as the German Admiralty built battleships of inferior size and quality.

The situation was, however, entirely changed as soon as the Government decided to construct battleships and first class cruisers equal in aggressive and defensive power to the battleships and armoured cruisers lately constructed for the British Navy.

Henceforth, says Count Reventlow, each single British ship will no longer be superior to each German ship, but a certain proportion of the German fleet (and this proportion will grow larger year by year) will be equal in strength to the same number of British ships.

The count considers that the uneasy feeling created among British naval experts is fully justified, because the construction of the German Dreadnoughts will soon render it difficult for Great Britain to maintain the two-Power standard.

He says:- "The decision of the German Admiralty to build Dreadnoughts literally caused consternation in England. So long as the Naval Act of 1906 was not supplemented by provisions extending its scope, British naval experts admitted that the German fleet could no longer be ignored, but refused to regard it as a real menace."

They knew that the individual superiority of the British ships, combined with the numerical superiority of the fleet, would suffice to cope with every possible hostile combination. But now it is a fact, to which we must attribute considerable importance, that an uneasy feeling exists in various quarters in England. The English sea that the time has come when, in the event of an Anglo-German war, the British Fleet would not be superior all along the line, but when a certain number of German battleships would be equal to the same number of British ships.

British naval experts hoped that Germany would never construct ships equal or superior to those of the Nelson and Dreadnought class, and the fact that, in spite of these expectations, Germany is now constructing such ships has created a deeper impression in England than is commonly supposed. This is due to the fact that great difficulties and enormous sacrifices will have to be incurred in permanently maintaining the 'Two Power standard.'

GERMAN IRON AND STEEL INDUSTRY.

London, June 10th.—The Iron and Steel Exchange of Dusseldorf, in Rhenish Prussia, announces a serious diminution of large orders. This, coupled with other information that has been received, is interpreted to mean that the boom which German industry has enjoyed since 1902 is about ended. The high bank rate, a constant of the boom, had the effect now apparent of preventing many German manufacturers from enlarging their works.

### Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms. Private Bar and Billiard Rooms. Hot and Cold Water throughout. Electrically Lighted. Electric Fans (if required). Electric Passenger Elevator to each Floor. Table D'Hotel at Separate Tables.

TELEGRAPHIC ADDRESS: VICTORIA, Hongkong.

For terms, &c., apply to the MANAGER.

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### THE BEST BILLIARD TABLES IN THE COLONY ARE AT

THE KOWLOON HOTEL.

CABLE ADDRESS: 'CHEF' KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine. Beautiful Garden.

MODERATE CHARGES.

J. W. OSBORNE, Proprietor and Manager.

### VICTORIA HOTEL.

TELEGRAMS: VICTORIA, SHAMEN, SHAMEN, CANTON.

OR THE BATHING CONCESSION. H. HAYNES, Manager.

### MACAO HOTEL.

TELEGRAMS: FARMER, MACAO. MACAO, CHINA.

In the Centre of Praya Grand.

BOTH Hotels Electrically Lighted and under Experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

WM. FARMER, Proprietor, Capt. T. AUSTIN, Manager.

### HONGKONG 'AVERAGE' MARKET PRICES.

Corrected to Thursday, July 11th, 1907.

At 100 cents per Dollar Mexican.

### Butcher Meat.

Beef, mutton and prime cut—Mol Lung Pa ... 1 1/2

Corned—Ham Ngau Yuk ... 20

Roast—Shia ... 15

Breast—Naga Lam ... 15

Soup—Tong Yuk ... 15

Steak—Ngau Yuk Pa ... 20

Canton Ngau Lan Shien ... 20

Sausages—Ngau Hung ... 25

Sallock's Brains—Sow ... per set 10

Tongue fresh—Ngau Li ... each 50

Corned—Ham Ngau Li ... 55

### Meat.

Beef, mutton and prime cut—Mol Lung Pa ... 1 1/2

Corned—Ham Ngau Yuk ... 20

Roast—Shia ... 15

Breast—Naga Lam ... 15

Soup—Tong Yuk ... 15

Steak—Ngau Yuk Pa ... 20

Canton Ngau Lan Shien ... 20

Sausages—Ngau Hung ... 25

Sallock's Brains—Sow ... per set 10

Tongue fresh—Ngau Li ... each 50

Corned—Ham Ngau Li ... 55

Head—Ngau Tan ... 8 1/2

Heart—Ngau Sun ... 12 1/2

Hump, Salt—Ngau Kin ... 40

Feet—Ngau Kerk ... each 7

Kidneys—Ngau Yiu ... 10

Tail—Ngau Mei ... 17

Liver—Ngau Con ... 12 1/2

Tripe (undressed)—Ngau To ... 7

alves Head & Feet—Ngau-chai-tau-kak, set 1 1/2

Mutton Chop—Yeung Pak Kwat ... 1 1/2

Leg—Yeung Pei ... 24

Feet—Ch Kerk ... 24

Shoulder—Young Shau ... 24

Pigs' Chittings—Chi chong ... 24

Brains—Chi Kerk ... per set 12

Feet—Ch Kerk ... 12

Fry—Chi Chak ... 12

Head—Chi Tau ... 12

Heart—Chi Sun ... each 9

Kidneys—Chi Yiu ... 8

Liver—Chi Con ... 12 1/2

Pork Chop—Chi Pak Kwat ... 21

Corned—Ham Chai Yuk ... 22

Leg—Chi Pei ... 16

Fat or Lard—Chi Yau ... 16

Sheeps' Head and Feet—Yeung Tau Kerk set 60

Heart—Yeung Sam ... each 6

Kidneys—Yeung Yiu ... 10

Liver—Yeung Con ... 12 1/2

Sucking Pigs, To Order—Chi Chai ... 16

Suet, Beef—Sang Ngau Yau ... 16

Mutton—Sang Young Yau ... 24

Veal—Ngau Chai Yuk ... 20

Sausages—Ngau Chai Cheong ... 20

### Poultry.

Chicken—Kat Chai ... 1 1/2

Capon, Large, Small—Shi Kai ... 32

Ducks—A ... 24

Doves—Pan Kau ... each 16

Eggs, Hen—Kai Tan ... per dozen 15

Eggs, Quail—Kai ... 30

Hainan—Hol Nam Kai ... 20

Geese—Ngai ... 20

Goose, Wild Shai—Shi Yee Ngai, pair ... each 1

Musk Deer—Wong Keng ... each 1

### Meat.

Beef, mutton and prime cut—Mol Lung Pa ... 1 1/2

Corned—Ham Ngau Yuk ... 20

Roast—Shia ... 15

Breast—Naga Lam ... 15

Soup—Tong Yuk ... 15

Steak—Ngau Yuk Pa ... 20

Canton Ngau Lan Shien ... 20

Sausages—Ngau Hung ... 25

Sallock's Brains—Sow ... per set 10

Tongue fresh—Ngau Li ... each 50

Corned—Ham Ngau Li ... 55

Head—Ngau Tan ... 8 1/2

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Feet—Ngau Kerk ... each 7

Kidneys—Ngau Yiu ... 10

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Liver—Ngau Con ... 12 1/2

Tripe (undressed)—Ngau To ... 7

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Mutton Chop—Yeung Pak Kwat ... 1 1/2

Leg—Yeung Pei ... 24

Feet—Ch Kerk ... 24



